

AA/E-8

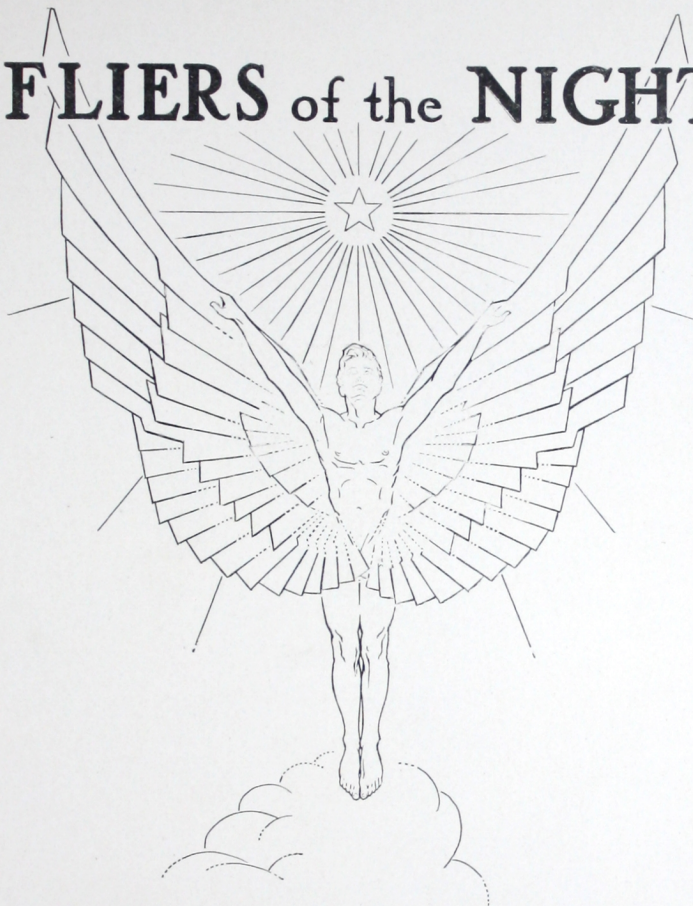
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FLIERS of the NIGHT



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BULLETIN 2123

May 1, 1929

CROUSE-HINDS COMPANY

ESTABLISHED 1897

SYRACUSE, N. Y., U. S. A.

Sales Offices

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| NEW YORK | BOSTON | CHICAGO |
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NIGHT after night, in winter or summer, in snow or rain, airplanes roll out of brightly lighted hangars and take on passengers, mail, and freight. The propeller flashes in the beams of floodlights as the plane taxis within the skirting border of boundary lights for a starting place upwind. With a roar it speeds ahead and up into the darkness.

As commercial aviation prospers and expands, our country is being mapped and remapped every day, not only for trunk lines of aviation but also for feed lines from smaller places, and those cities equipped with well lighted airports will receive first consideration as a port of call for this new means of communication and trade.

The Department of Commerce has developed a series of ratings of which the highest is A-1-A. The first A indicates that the general facilities and equipment are first class; the figure 1, that the landing area is sufficient for present day requirements; and the second A, that the lighting equipment is excellent.

All the equipment required for this Government rating is manufactured by the Crouse-Hinds Company and is briefly described and illustrated on the following pages.



CROUSE-HINDS

CONDULETS
TRAFFIC SIGNALS

GROUNDULETS
AIRPORT AND AIRWAY LIGHTING EQUIPMENT

PLUGS AND RECEPTACLES

FLOODLIGHTS
PANELS





Revolving beacons are the lighted channel buoys of aviation. Revolving six times a minute, they flash their white light into the darkness to guide the night pilot on his way. In flat, dry sections of the country, beacons are placed ten miles apart; but in mountainous regions or through valleys, and especially where fogs are prevalent, beacons should be placed much nearer together.



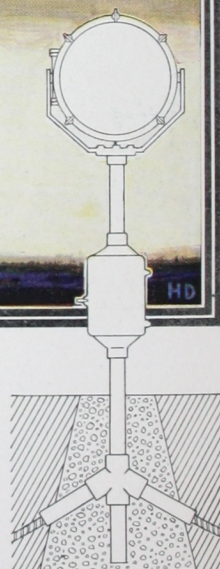
TYPE DCB24





TYPE DCE24

Floodlights in groups are ideally suited to airport illumination. If one floodlight fails, there is no dark spot, since the beams are overlapped. Beams of varying widths may be obtained by using different front lenses. The field is brightly and evenly illuminated and the top cutoff of the beam is sharp, keeping all light below the pilot's line of vision.



Installation Drawing



Mounted on the same tower with the revolving beacon, but a few feet lower, are two red course lights. These lights are faced to give the direction to the next beacon. When the revolving beam of light from the beacon is over one course light, that light is out until the beam of light in turning is over the other, when it in turn is out and the first one is on.



TYPE DCE14





Type 1527



Type 1576

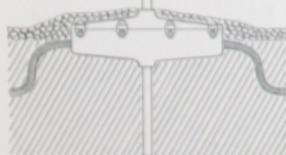
One of the most important things for an airport is known as the direction of the wind. This is usually given to him by a wind sock, which is illuminated by a sock light fixture, consisting of four reflectors and a red light source mounted above the wind sock.





TYPE VAP
MULTIPLE BOUNDARY LIGHT

TYPE VAP
SERIES BOUNDARY LIGHT



TYPE VAP
APPROACH LIGHT

Boundary lights are small white lights that surround the field and mark its outline. Green marker lights inform the incoming pilot as to the best approaches. Obstructions to a clear landing are marked with red obstacle lights.



TYPE VAP
OBSTACLE LIGHT





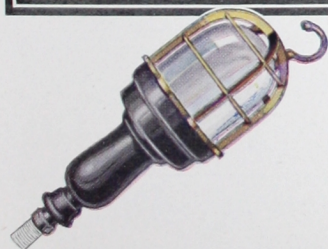
TYPE MSA1

All hangars, workshops, and administration buildings, necessarily situated close to landing fields, must be brightly illuminated on all four sides and on the roof. The incoming pilot will then have a clear perspective of these buildings.



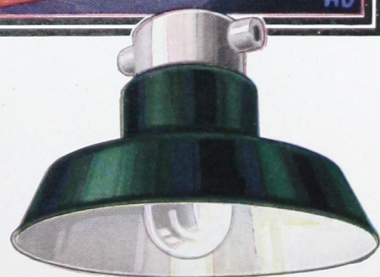
TYPE V
With Angle Reflector





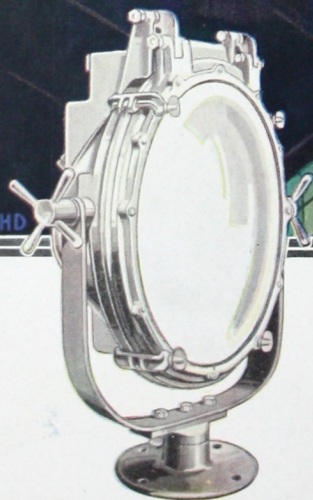
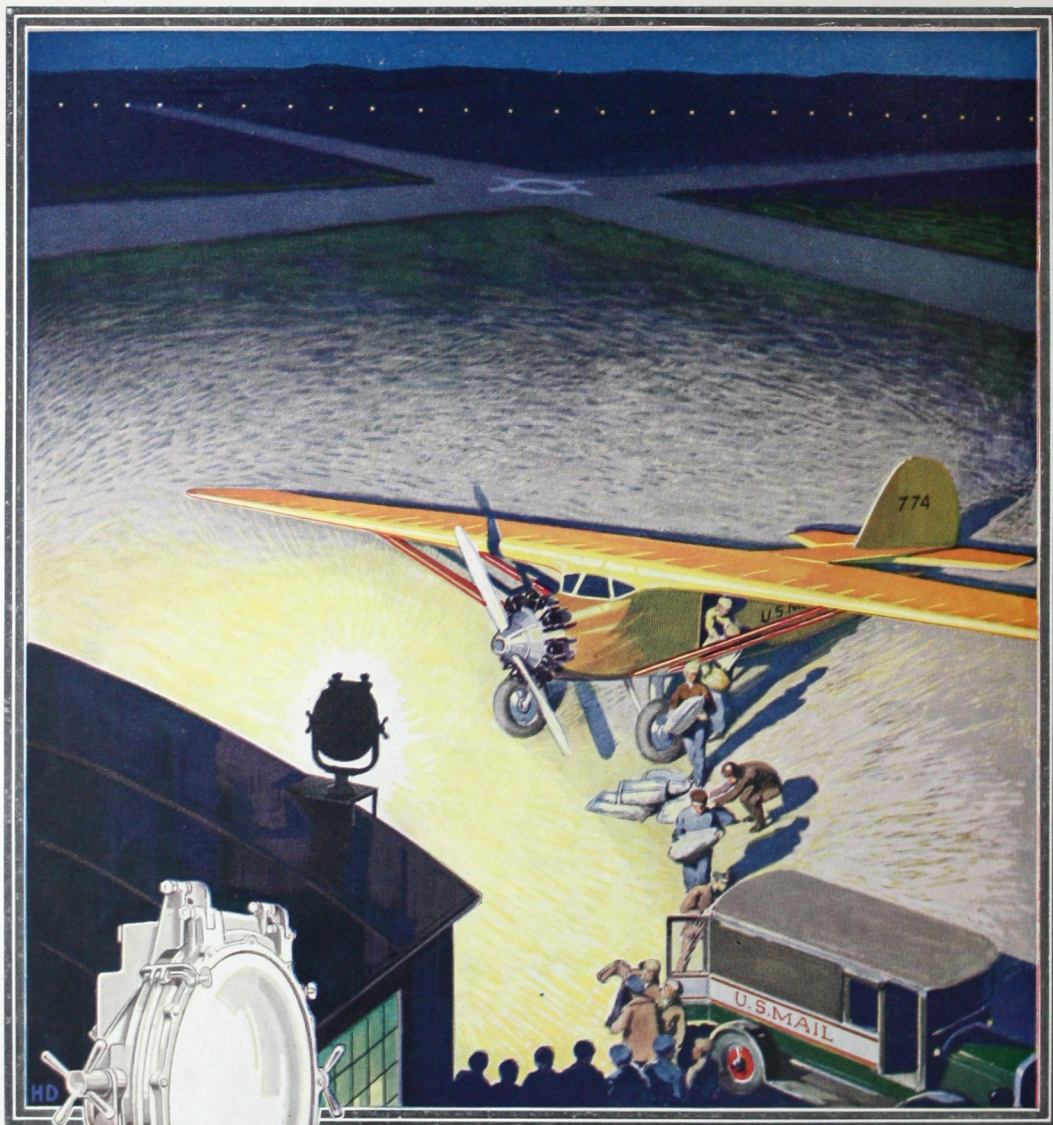
TYPE VS

The highest test gas is used for airplanes and is a continuous source of danger in enclosed places. All interior lighting fixtures must be vaporproof, and particularly, hand lamps must be of this type.



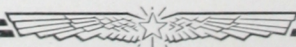
TYPE VC
With RLM Reflector



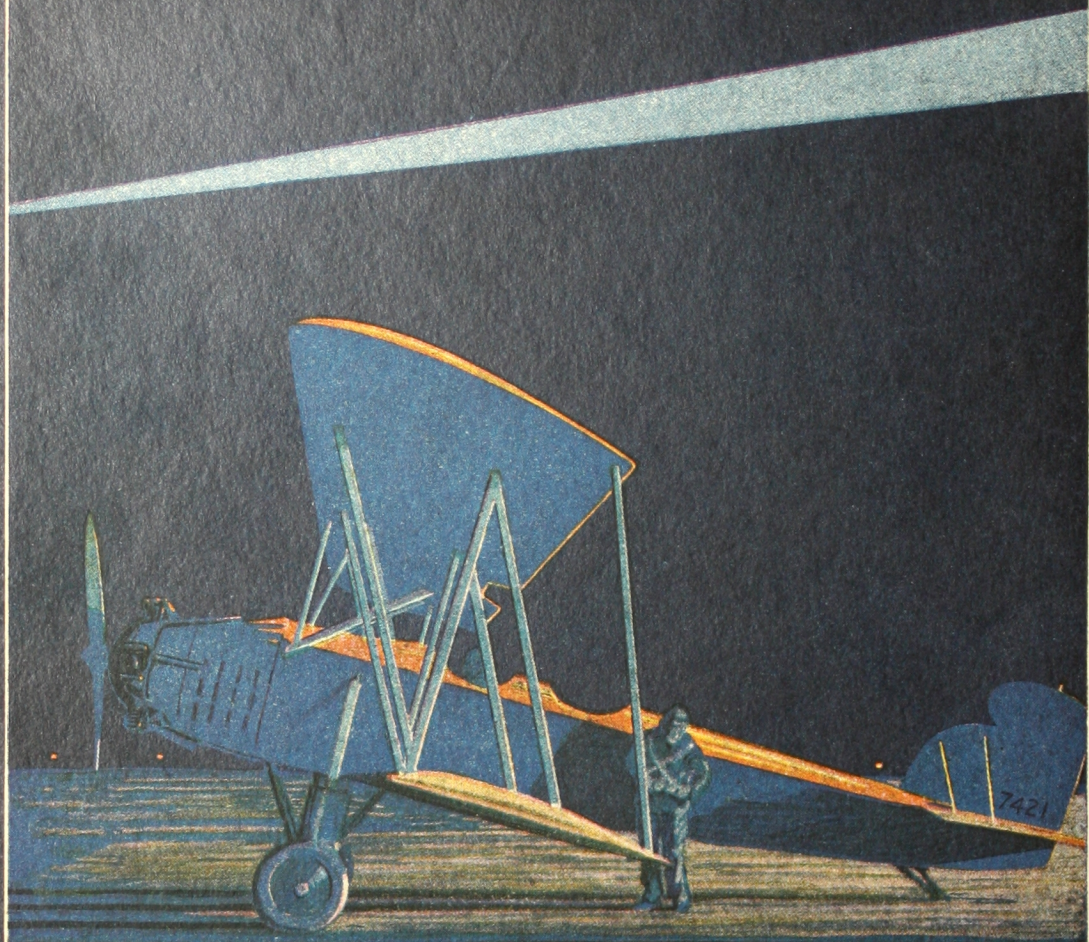


TYPE LCE16

After a plane has landed and taxied to a place in front of the hangar, light is necessary for refueling, inspection, and the handling of mail and passengers. This illumination is provided by floodlights placed on the hangar roof, so that the apron or ground immediately in front is highly illuminated.







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